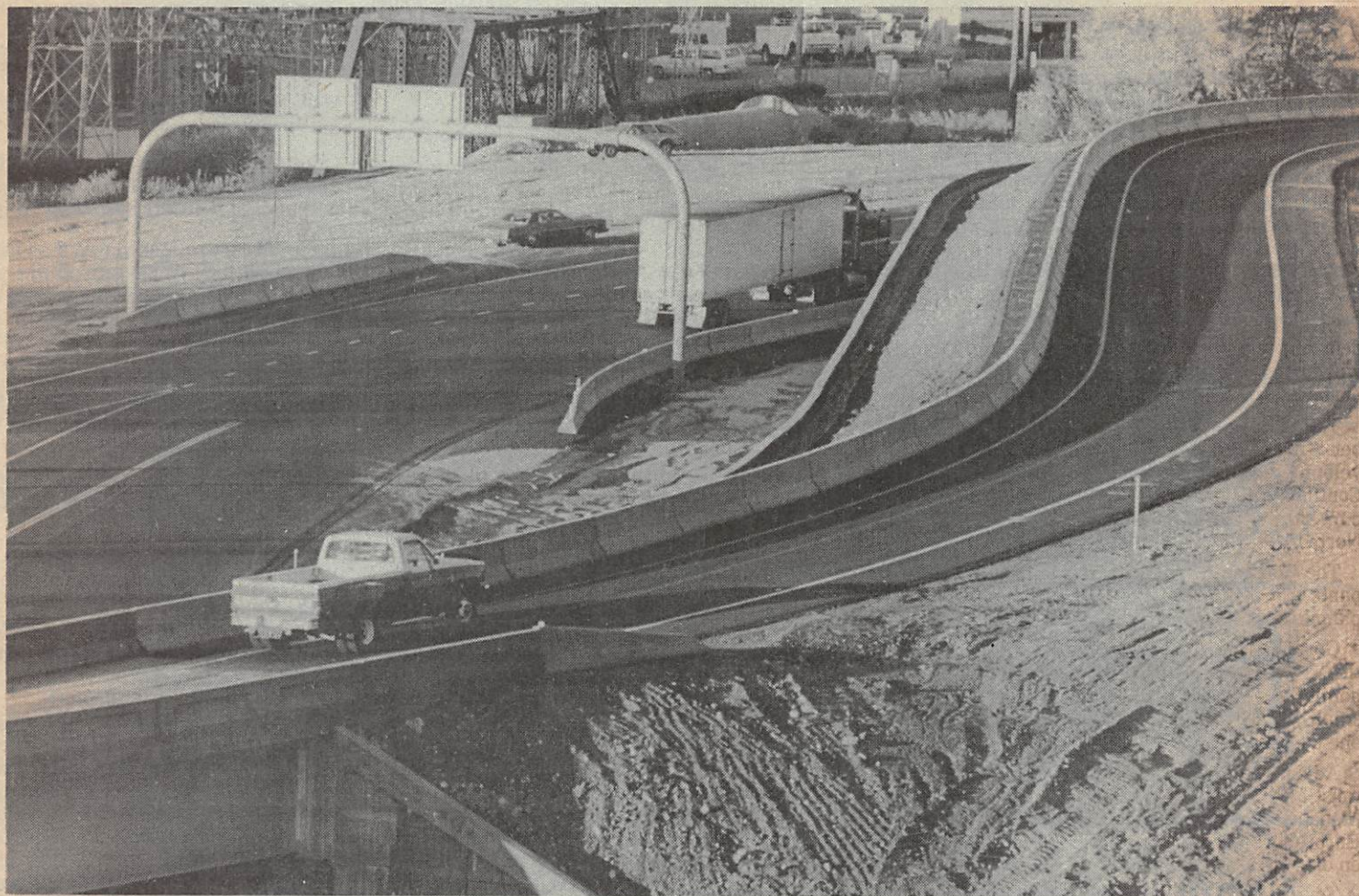


h County

Monday, April 7, 1986



Interchange at mouth of Provo Canyon can handle truck traffic, unlike the narrowing stretch farther down the road.

Groups agree on one thing — part of U.S. 189 needs repairs

7. Apr 1986

PROVO — Those interested in U.S. 189 through Provo Canyon agree on one thing — the canyon road needs to be fixed as soon as possible.

A Wasatch County citizen's group, Provo Canyon citizen's group, Utah Department of Transportation officials and actor Robert Redford say the road has been obsolete for years. (See related story this page.)

What they can't agree on is how to fix the road. Redford and the Provo Canyon group say the road should be two lanes throughout the canyon with scenic turnouts and some passing lanes. The Wasatch group supports the present UDOT plan that will continue a four-lane highway beyond the present canyon road to Heber City.

A public hearing to discuss the present UDOT plan and several alternate proposals will be held Tuesday at 7:30 p.m. at Orem Junior High, 765 N. Sixth West.

C.V. Anderson, UDOT District 6 supervisor said plans call for a four-lane highway through the canyon.

"We have spent the past 10 years studying the best way to put the road in, and I think we have come with the best way," Anderson said. "If we study this any more it will be another 10 years before anything else happens."

He said a contract to work on the next four miles of the canyon will be let by June 15. He said when that stretch of road is finished it won't be anything like the highway that runs through the canyon now.

"We are going to be going above the canyon floor and we think it will

be a more scenic highway," Anderson said. "We think we have already done more than we should to protect the canyon and to make it a scenic drive."

Although funding for the entire canyon highway isn't secure, Anderson said he thinks the number of accidents in the canyon will help get federal money so the project can be finished.

"If we keep talking about this and don't go with it we will be delayed years," Anderson said. "We think this is the best highway to control the volume of traffic that goes through the canyon."

Brooke Bogus, with Citizens for a Safe and Scenic Canyon, said her group is still pushing to get interstate truck traffic out of the canyon.

"We think some people will be surprised when they see the plans for the next stretch of highway going in," said Bogus. "They are going to have a cloverleaf off-ramp at Nunns Park." "We don't want to stop the road from getting fixed but we are disappointed at what we have seen."

She said her group has been criticized because it wants to make sure the environmental and recreational aspects of the canyon are considered.

"Some people want the road as straight and as wide as possible so they can get from one end of the canyon to the other as fast as possible," Bogus said. "We just think there is a better way to do this."

See CANYON on U-2

CANYON

Continued from U-1

Joyce Dudley, from Heber City, said Wasatch County residents are praying that the present UDOT plan continues.

"We don't want anyone else making waves because we want this road to go in," Dudley said. "We think the plan is a good one and we don't want to see anyone else killed on the road."

She said banning truck traffic through the canyon wouldn't help because there are more single car accidents.

"I could start a list of people I want banned and include on the list cars pulling boats and old men with hats," said Dudley. "We do agree that there could be better signs in the canyon but to single out trucks isn't the way to go."

Dudley said it's difficult to see the beauty of the canyon now because you can't take your eyes off the road for a second.



Herald Photo/Brian Tregaskis

Highway workers use "hydro-scaling" to remove loose dirt and rocks from the face of a cliff in the lower part of Provo Canyon, part of landscaping along Provo Canyon Highway.

Cliff getting 'hydro-scaled'

By JOSEPHINE ZIMMERMAN
Herald Staff Writer

"Hydro-scaling" is the term used to remove loose dirt and rocks from the face of the cliff in Provo Canyon as a preliminary stage in landscaping the lower part of the canyon.

Dan Nelson, District Six superintendent for the Utah Department of Transportation, said the work is being done under contract.

"The Provo Canyon Parkway Committee preferred to see the upper slopes that are too steep to landscape have a natural look,"

Nelson said. "The lower areas of the canyon will then be landscaped."

He said UDOT will be spending four to five times the amount that normally would be spent on a highway project to landscape the lower part of the canyon. He did not have exact figures on the landscaping contract, and Larry Buss, project supervisor, was not available for comment.

Currently the project involves the area from south of the interchange with Orem's 800 North Street to the section past Murdock Diversion Dam.

"Vegetation will be planted along the base of the cliffs, probably high-growing shrubs. There's a minimal chance of getting things to grow on the steeper cliffs," he said.

The hydro-scaling is the just the first part of the larger landscaping contract, Nelson said.

Members of the Provo Canyon Parkway Committee negotiated with UDOT for a year and a half concerning modifications to the Provo Canyon Highway project and the inclusion of landscaping plans.

(See CLIFF, A2)

CLIFF:

(Continued from Page A1)

Utah County Commissioner Malcolm Beck, who chairs the Parkway Committee, said the committee will be monitoring the landscaping project carefully.

Last week the committee met to seek members of an advisory committee which will work closely with the design engineers who are designing the remainder of the canyon highway project.

While the committee's recommendations will not be binding, Beck said he believes the members can still have an influence in seeing that the project is designed to the plan agreed upon by UDOT and the Parkway Committee.

The plan included specific landscaping features.

35-nation Helsinki process, involving the United States, Canada and all European nations except Albania, as the basis for the new Security Commission, and for new agreements to preserve peace on the world's most heavily armed continent.

Havel, who called today's conference for Poland, Hungary and Czechoslovakia to ponder cooperation in their "return to Europe," proposed the three pool efforts to join the 12-nation European Economic Community.

He also said they should take a joint stand on the Warsaw Pact and Soviet economic bloc, Comecon.

All three countries are emerging from more than four decades of Soviet domination and Communist rule. Uniting could help them combat the influence likely to be wielded by a united Germany.

However, such cooperation could be marred both by conflicting interests such as those of debt-ridden Poland and relatively wealthy Czechoslovakia, and by the ethnic conflicts that have clouded Eastern Europe's democratic reforms.

Those conflicts could threaten European peace, as they did between the two World Wars and for centuries before.

Eastern Europe's worst ethnic conflict currently is the tension between the Hungarian minority and Romanians in Transylvania, where an explosion of strife last month left at least six people dead in Tirgu Mures.

The outgoing Socialist government in Hungary already has asked Prague to improve the rights of the 500,000 Hungarians living in Slovakia.



PHOTOGRAPHY/ STUART W. JOHNSON

State crews prepare the mouth of Provo Canyon for landscaping project.

Plants to transform mouth of canyon to thing of beauty

■ **Experiment:** State's largest landscape project to bring wildflowers, shrubs, trees and nature trails to the area.

By Brooke Adams 3-29-90
Deseret News staff writer

PROVO — By next spring, the mouth of Provo Canyon will have been transformed from an eyesore to a sight to behold.

Landscape work is under way from Carterville Road to the Murdock Diversion Dam and will continue through the fall. Some 42,000 native wildflowers, shrubs and trees will be planted along the area, ranging in size from plant seedlings to 6-

foot-tall trees.

"We hope to make it very nice so the people can enjoy nature walks, enjoy the natural wildflowers there in the area," said Larry Buss, project engineer for the Utah Department of Transportation District 6 in Orem. "This is probably the largest native plant project the state has done to date. It is somewhat experimental, but we feel like it will be very successful."

In the area west of the Murdock Dam, interpretive trails will weave through the replanted area; the trails will be marked with legends describing the geologic history of the canyon and the plants that can be seen throughout the area. UDOT is spending \$1.2 million on the revegetation project.

Please see PARK on B2

PARK

Continued from B1

3-29-90
A drip irrigation system, considered a method of water conservation, will be used to water plantings for three years until they become established. Irrigation water will be drawn from the Provo River.

Larry Shafkind of Solid Constructors of Park City, general contractor for the project, said wildflowers that will be used include wood rose, mountain currant, rabbit brush, yar-row, columbine and flax. Shrubs include dogwood, gambel oak and sumac; trees selected include willows, birch and maple.